



L
113
T.H
S16
#2
c.2



GOVERNMENT DOCUMENTS
DEPARTMENT
BOSTON PUBLIC LIBRARY

BULK RATE
U.S. Postage
PAID
Boston, Mass.
Permit No. 5

SOUTHWEST CORRIDOR PROJECT NEWSLETTER

Photo: Jaci Hall, WFEM



Planners and Section I residents discuss Landscape.

CORRIDOR NEWS 2

Published by the Massachusetts Bay Transportation Authority
October 1977, ISSUE No.2



CONTENTS

P.1 PARKLAND PROGRAM FOR THE CORRIDOR. P.2 QUESTIONS AND ANSWERS. P.3 REPLACING THE "EL." P.4,5 URBAN DESIGN, STATION DESIGN, LAND USE. P.6,7 COMMUNITY PARTICIPATION P.8 NEWS BIEFS.

CONTENIDO

PAG.1 PROGRAMA DE PARQUES PARA EL CORREDOR. PAG. 7 REUNION HISPANA.

Programa de parques para el Corredor

Ahora que el diseño del Corredor del Suroeste se acerca a su etapa final, el plan para un parque lineal, que incluye, campos de juego y recreo, un trillo para bicicletas, etc. está cuajando en su forma final.

Trabajando con concepto preliminar de un parque que sea una franja verde desde Forest Hills hasta Back Bay, según descrito en el Análisis de Impacto Ambiental, (EIA), el grupo de diseño urbano, una unidad del equipo de consultores del corredor, ha preparado una idea inicial de como puede lucir el sistema de parques.

Esta versión inicial se llama el "Plan Conceptual".

Roy Mann Associates, el arquitecto paisajista, como parte del grupo de diseño urbano, es responsable del concepto del parque. Como parte de su trabajo, el equipo de consultores examinó cuidadosamente el paisaje del Corredor y lo encontró como todo el mundo sabe que está: con una gran falta de buen espacio al aire libre. Se le prestó atención especial a las necesidades y deseos de las comunidades en el corredor.

Entre las preocupaciones de las comunidades del corredor están: el acceso al parque desde varios vecindarios en la ruta, acceso sobre la calle arterial en la sección II, la preocupación de algunos residentes de la sección I de que existan conflictos entre el uso de la cubierta de la vía y la necesidad de tener paz, seguridad y tranquilidad.

Junto a estas preocupaciones, hay una serie de preguntas difíciles que confrontan al arquitecto paisajista en el ambiente de terreno yermo que hoy existe en el Corredor: Como crear un paisaje lineal bello y con significado--comparable, por ejemplo, al magnífico sistema de parques del Arborway, Jamaica Way y otras partes del "Collar de Esmeralda" de Frederick Law Olmsted--con la cadena de terrenos baldíos y terrenos estrechos que hoy día hay en el corredor? ¿Como crear un parque continuo donde hay pedazos que van sobre una cubierta a la vía y pedazos que son una franja estrecha al lado de una trinchera abierta? ¿Que tipos de áreas? (Continúa en la Pág.3.)

Parkland program for the Corridor Project

Now that the design program for the Southwest Corridor Project is heading toward its final phases, the plan for a corridor linear park, which includes bikeways, playgrounds, paths and fields, is beginning to take final shape.

Working with the preliminary idea of a ribbon-like park stretching from Franklin Park at Forest Hills to the Fens and Copley Square that was described in the Corridor Environmental Impact Analysis (EIA), the Urban Design Group (a unit of the Corridor Consultant team) has put together an initial idea of how the new park system might actually look. This first version is known as the "Concept Plan" and was presented to neighborhood Committees.

Roy Mann Associates, as part of the Urban Design Group, is responsible for the park concept. As part of their work, the consultant team carefully examined the existing landscape of the Corridor (which, as everyone knows, is severely lacking in quality open space at present) with special attention given

to community uses, recreation needs, and neighborhood desires.

Among the major concerns voiced by the communities along the Corridor thus far are access from various neighborhoods to the linear park; the need for a continuous bikeway to Back Bay access across the arterial street in Section II; and possible conflicts between intensive use of the cover and the need for peace, quiet and safety in Section I.

And together with all of these concerns are the tough questions facing the landscape architect in the difficult "wasteland" topography of the Corridor today: How do you create a beautiful, meaningful linear park (comparable, say, to the magnificent parklands of the Arborway, Jamaica Way, and other portions of Frederick Law Olmsted's work) out of the Corridor's chain of odd-shaped ribbons and patches of bulldozed land? How do you create a continuous parkland where some of the planned portions are to be found on decking, with the (Continued on page 3.)

FREE !

I WANT TO RECEIVE
THE CORRIDOR NEWS
NAME _____
ADDRESS _____

MAIL TO: MAURICIO GASTÓN
WALLACE, FLOYD, ELLENZWEIG,
MOORE, INC.
65 WINTHROP STREET
CAMBRIDGE, MA. 02138



Southwest Corridor Project
131 Cleveland Street, Boston, MA 02116
(617) 722-5834 (617) 522-6071

Our second edition of the *Corridor News* comes at a time when engineering of the main line of the project between South Cove and Forest Hills is advancing at a rapid rate. We have completed five months of design work, and the architects who will detail each of the new Orange Line and railroad stations have begun their tasks.

This is a really exciting time for those who have seen the Project through from its early planning stages. By using drawings and models, we can now discuss specifics of each location - from landscaping to building materials - and can look forward to the start of construction of the new rapid transit and railroad lines. Other important developments include an MBTA decision to provide new local service on the Midland Division during the railway detour that will accommodate the construction of the main line of the Southwest Corridor, an award by the Boston Society of Architects for Rolyln Apartments in Roslindale, approval of Federal housing funds for the reconstruction of Weld School, a decision by the City of Boston Parks Department to maintain new parks to be created along the Crosstown Street, and an announcement by Mayor White and Digital Equipment Corporation that Digital intends to lease space in the Crosstown Industrial Park.

Please let me know if you have any questions or suggestions about the Corridor.

Anthony Pangaro

Sincerely,
Anthony Pangaro

QUESTIONS ANSWERS

Q. Who will pay for and maintain the landscape?
A. The landscape already included in the Environmental Impact Statement will be paid for by the same general grants funding the Corridor. Other landscaping could be paid for by special Open Space grants or financed as part of adjacent development.

Those in charge of maintenance could vary from individual property owners, the City of Boston, the state Department of Public Works, the MBTA, or the Metropolitan District Commission.

QUESTIONS ANSWERS

Q. Are the stations going to have commercial development? Who will decide what kind of stores will be built?
A. Each station will be different, some will have commercial development, others won't. The decision is up to what kind of commercial space

will be built will be reached by the MBTA working with the Station Area Task Forces, the station architects, and will be based on economic feasibility.

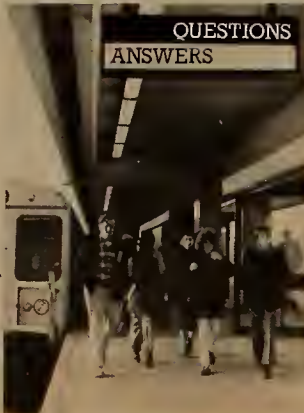


Photo: MBTA Library

QUESTIONS ANSWERS

Q. How do I get involved in the Station Area Task Forces?
A. Call your section planner. They are listed in the articles on community participation on pages 4 and 5.

QUESTIONS ANSWERS

Q. Will there be pedestrian bridges across the arterial street in Section II?
A. At the recommendation of residents, the use of pedestrian bridges at major intersections is being investigated and will be discussed during Phase II next spring. The city and state have found that bridges are often not used and that cars tend to go faster than at signalized crossings, creating an even more dangerous situation.

QUESTIONS ANSWERS

Q. What provisions will be made for handicapped people in the Corridor?
A. All stations will be made accessible to handicapped people, and will be provided with either elevators or ramps. Sidewalk curbs will have wheelchair ramps. The landscaping, while including stairs in some places, will have gentle slopes to make nearly all areas accessible. Attention will also be paid to other details in design and con-

struction to make the Corridor useful to the handicapped.

QUESTIONS ANSWERS

Q. How will the Project be paid for?
A. 80% of the funds will come from the Federal government through the Urban Mass Transportation Admin. 20% of the funds will come from Commonwealth of Massachusetts bonds already authorized by the state legislature. Some additional funds will come from the Federal Railroad Administration, under the Northeast Corridor Project. Street construction will be paid for by other funds.

QUESTIONS ANSWERS

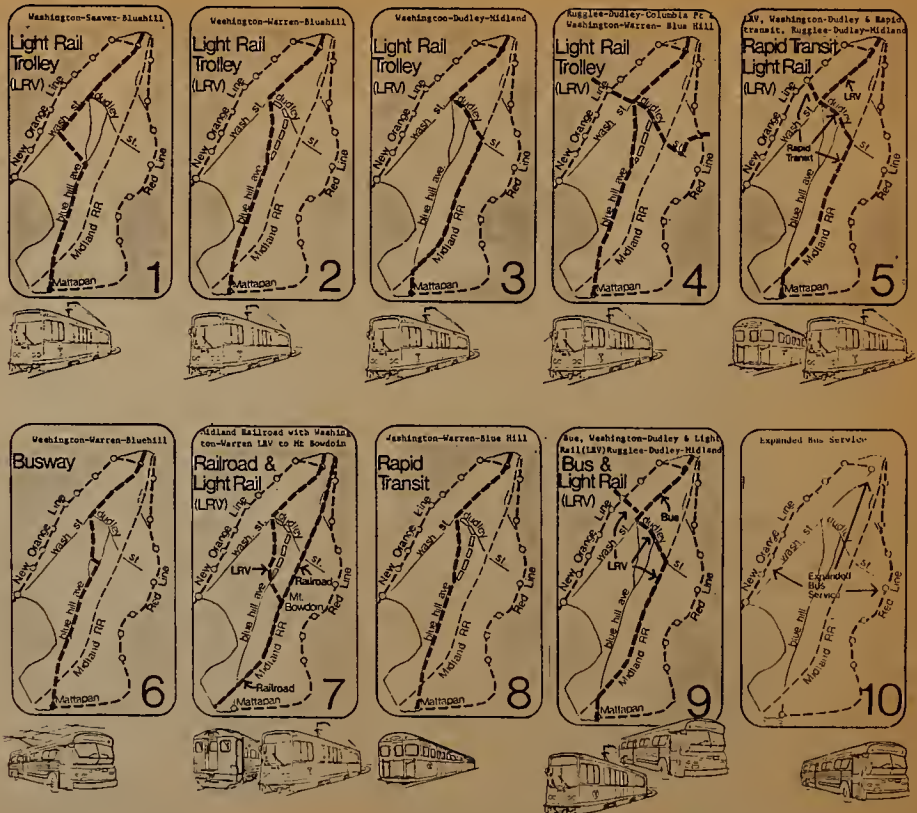
Q. When the Orange Line gets relocated to the corridor, the bus routes are going to change. What will be the new routes?
A. They are not decided yet, although a possible pattern of routes was shown in the E.I.A. They will be worked out in relation to results of the Replacement/Transit Improvement study.

Replacing the Old 'EL'

a monthly report

These ten alternatives have been selected by the Replacement/Transit Improvement study as possible ways to organize transportation in the study area. The final solution may be a combination of parts of these. The study will include such factors as travel time, potential ridership, cost, and construction impact. The decisions reached will affect the future of the communities involved. It is important that those who want to participate in the decision get involved in the community meetings now being held.

For more information, call Tony Casendino, 427-7060.



Drawing: CBT



This parkland, part of Boston's "Emerald Necklace", shows the promise and the challenge of the Corridor Landscape. The Corridor will connect Boston's existing open space system in several locations.

(Continued from page 1.)

others on narrow ribbons alongside open cuts? What are the kinds of trees and plantings that can be used and will last in a high state of health and easy maintenance, over time? How can sufficient "strength" and beauty be built into the parkland so that the final agency with jurisdiction over the parkland will find it easy to provide continuous priority and attention to the maintenance and general care of the parkland?

Some answers

All of the above challenging questions have answers and, the consultants feel, the answers are good ones. They indicate that the creation of a significant linear park, within the constraints of the present MBTA & DPW construction program, plus additional funding from other sources in the future (if these can be secured) can eventually result in the completion of a beautiful and satisfying park system, which would be the first such new system in Boston since the Olmsted Park System was under construction 90 years ago.

What are some of these answers? Here's a sampling:

Continuity of Parkland

This essential ingredient can be achieved by providing a path, safely designed bikepath and pedestrian walks, and a continuous and wide belt of trees, supplemented by other plantings

Minimum width

A 50-foot width has been found possible as a minimum in the narrow areas. Elsewhere the width is many times larger than that.

Access

Abundant access points are being designed so residents can have ample and safe access to the park. Where access needs to be controlled, as where the linear park lies very close to houses, physical landscape design will be used to create a "happy separation" of uses and activities, or to allow a closing off of access at night.

Natural "Strength"

Abundant tree and other plantings are being planned so that the parkland will stand out and gain the respect of all.

Recreation facilities

A number of small child play areas, tennis courts, continuous bikeway, volleyball and basketball courts, general play, checker and chess, shuffleboard, and other activities are being planned. They are to be located in areas where the neighborhoods want them and need them. They will also be the subject of discussion at the SATF Neighborhood Meetings.

Lighting

Lighting will be planned in such a way that night safety problems will be kept to the minimum. Lighting alone, of course, cannot accomplish all. So selection of appropriate tree species and tree spacing, in combination of free sightlines and access points into the park, will help the adjacent neighborhoods and

passers-by to help themselves police the park. Attractively designed fences and walls, is one part of the overall design.



New York City's Riverside Park is built over a railroad.

Corridor. In addition to the benefits we have already described, there should be significant enhancement of joint develop-



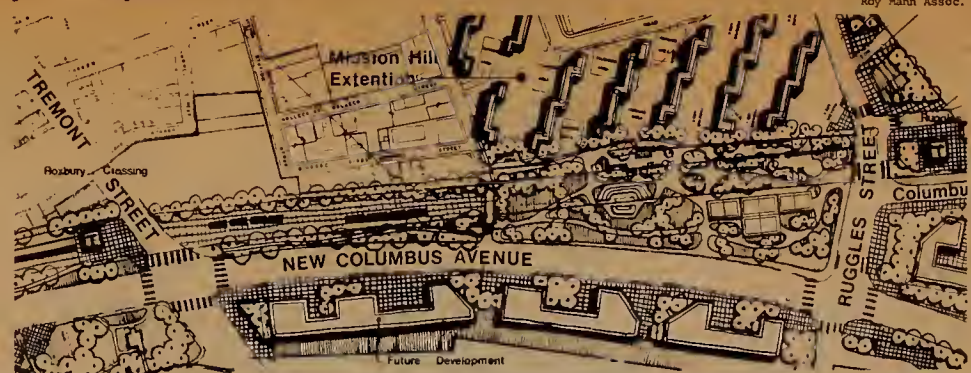
Photo: Roy Mann Assoc.

Is it all possible?

Although it's not possible to directly copy from the experience of other cities, it is worthwhile to look at New York City's Riverside Park on Manhattan's West Side (also initially designed by Olmsted) which is, in part, built upon decking over the Penn Central Railroad-Hudson Line tracks.

It should be possible to achieve a beautiful, socially-useful park in the

ment potential in adjacent areas where it is being planned. The entire Southwest community will benefit from the new "image" of an improved urban environment. The Southwest, with its new park and with the new public transportation facilities should be a much more enjoyable place to live and work.



This drawing illustrates a section of the Landscape Concept Plan.

Programa de parques (Continúa de la Pág. 1.)

boles y plantas pueden mantenerse saludables y fáciles de mantener por largo tiempo? ¿Cómo se puede lograr un paisaje suficientemente "fuerte" y bello para la agencia que lo mantenga le pueda dar un cuidado y mantenimiento adecuado?

Algunas respuestas

Todas estas preguntas difíciles tienen respuestas; los consultores creen que son buenas respuestas. Hay índices que señalan que se puede construir un sistema de parques bello y sa-

tisfactorio dentro de los límites que presentan el programa de construcción del MBTA y posibles fondos de otras fuentes (si se pueden conseguir). Este sería el primer sistema de parques similar desde que Olmsted diseñó sus parques hace 90 años.

Entre los temas que abarca el estudio del paisaje están: continuidad, ancho mínimo, acceso, fuerza natural, recreación, y alumbrado.

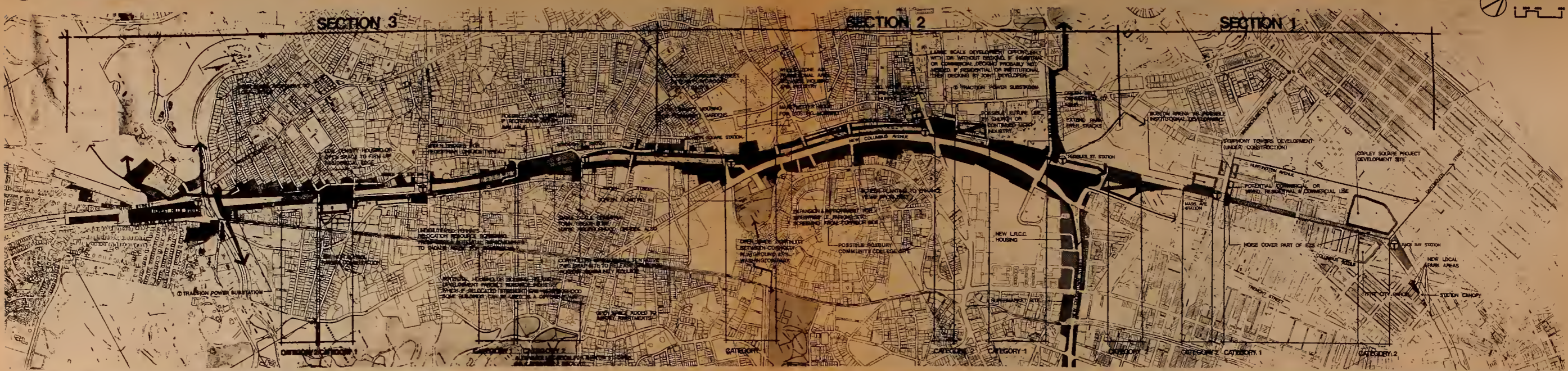
¿Es esto posible?

Debe ser posible encon-

trar un parque bello y socialmente útil para el corredor. Además de los beneficios ya descritos, debe aumentar el potencial de desarrollo de las áreas adyacentes. Además, la comunidad del corredor en su totalidad se debe beneficiar de una nueva imagen de ambiente urbano y saludable. El Suroeste, con su nuevo parque y su nueva facilidad de tránsito, debe ser mucho mejor lugar para trabajar y vivir cuando se termine el proyecto.



Digitized by the Internet Archive
in 2014



Drawing: Stull Assoc.

Station design

Based on a study of issues throughout the Corridor, Stull Associates, the Urban Design Consultants, have put together an outline of the components of each new station and the problems to be solved at each site. This will be discussed in Neighborhood Meetings and grouped into an Urban Design Criteria Manual. The design of each of the eight stations in the Southwest Corridor Project will seek to maintain, and where possible improve, local neighborhood patterns of land use, provide barrier-free access for disabled persons, and accommodate re-use of adjacent vacant parcels.

concessions and possibly commercial space within the station.

Mass. Ave. Station

The Massachusetts Avenue Station will be a transit station providing local bus access. It is adjacent to major open space, institutional, residential, and small-scale commercial districts. Use by disabled persons from the Cotting School will be accommodated. Grade separated pedestrian access is being considered via a pedestrian tunnel under Mass. Avenue.

The South End - St. Botolph acoustic deck will terminate at this point and will be incorporated into station design considerations.

Ruggles Street Station

This station will accommodate transit and commuter rail lines, and serve local buses, including most of the buses.

now terminating at Dudley Station. The Ruggles Street Station is located adjacent to public housing, Northeastern University, and areas of substantial clearance in Roxbury. Pedestrian access will be facilitated by vehicle free zones. The open space system will cross New Columbus Ave. to connect with the station. Local streets will be modified.

by bringing Tremont St. and Columbus Ave. together. The station design will respond to the new movement patterns and to potential for related joint development.

Roxbury Crossing Station

The Roxbury Crossing Station is in an area of mixed residential and commercial districts with major existing and proposed institutional facilities, notably, Campus High School and possibly Roxbury Community College. It is a transit station with local bus access. Several alternative schemes to provide east/west pedestrian access across the arterial street will be studied. The open space system continues east of the tracks, and crosses the arterial to link with Campus High School.

scale residential districts. It may include some small commercial shops like those that were formerly located there. A proposal to shift the Minton St. deck to the Boylston St. side, if accepted by the Neighborhood, would provide a "town green" opportunity to which the station design will respond. The open space system will move to the west side of the tracks, affording access to pedestrians from Mozart and Wyman Streets.

Green Street Station

The Green Street Station will relate to the character of adjacent small-scale mixed land uses. It will be a transit station with primarily pedestrian access, along Green St. to Johnson Playground and along the open space system to the Southwest II High School.

Jackson Square Station

The station at Jackson Square is also in an area of mixed land uses. The site is adjacent to Bromley-Heath and the Albert St. Playground. A deck over the tracks will provide sound attenuation and expand recreational opportunities consistent with nearby housing densities. The station will provide local bus access and the design will separate bus lanes from play areas. The local street network will be modified in coordination with the arterial street plans.

Forest Hills Station

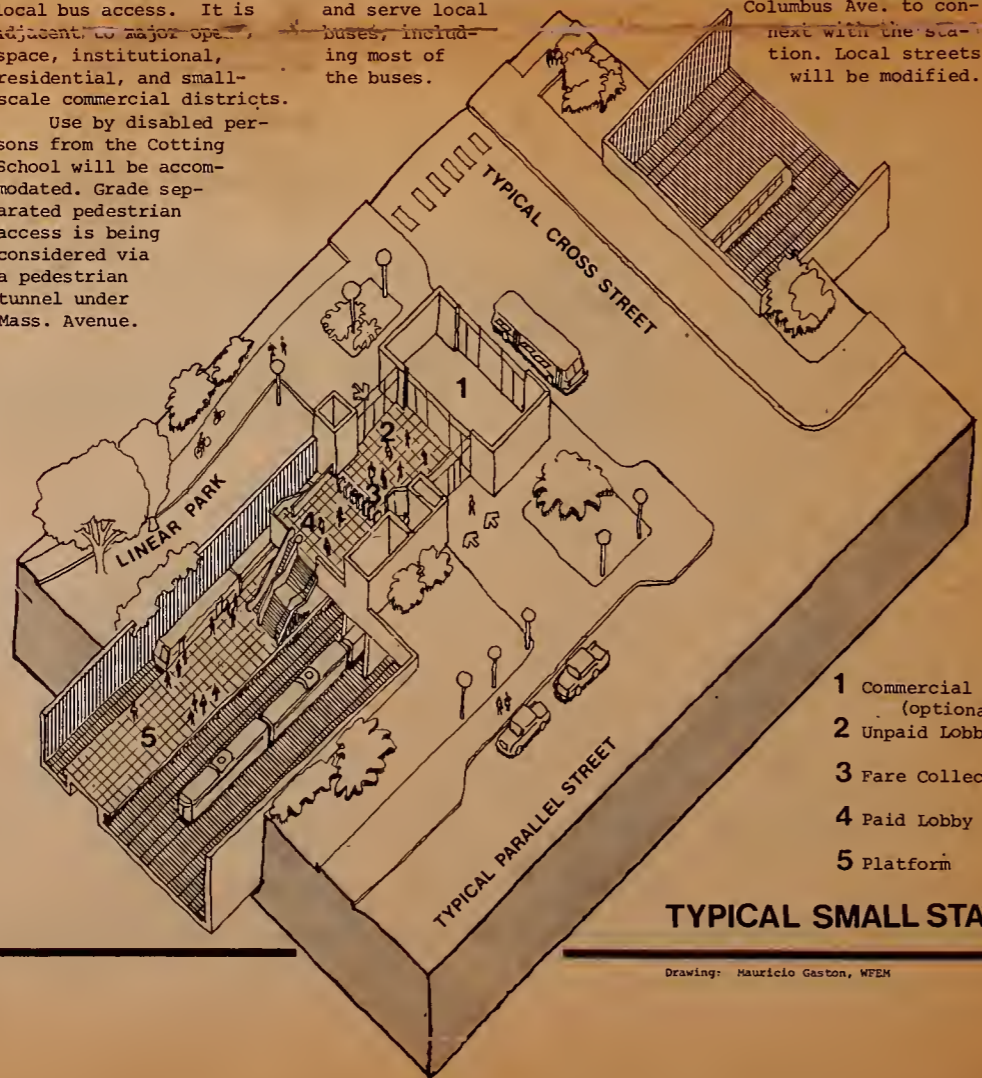
This station will replace the existing station and will accommodate interchange between commuter rail, Orange and Arborway-Green Line transit facilities, and local buses. The open space system will follow west of the tracks and tie in with east/west pedestrian and bike connections between Arnold Arboretum and Franklin Park. The local street network will be modified to relieve traffic congestion. The Station will provide for a 500-car parking facility which will replace the indiscriminate parking at grade found throughout the Forest Hills area, and may incorporate appropriate joint development.

Boylston Street Station

The Boylston Street Station is a transit station with primarily pedestrian access. It will respond to the character of the adjacent small-

Arterial Street

The same as New Columbus Avenue; will combine Tremont Street and Columbus Avenue.



Drawing: Mauricio Gaston, WFEM

Land use



Rapid Transit commuter rails and Amtrak trains will run in a trench similar to this one north of Philadelphia, designed by F.R. Harris, Inc.



Haddonfield Station, north of Philadelphia, has similar components to the smaller new Orange Line Stations.

Land along the Southwest Corridor particularly in Roxbury and Jamaica Plain, has stood vacant and unused since many structures were demolished in the late 60's for Interstate 95. Formerly a mixture of industrial, commercial and residential uses, the land has had an uncertain future until the Southwest Corridor Plan. The design and engineering stage of the Corridor Project will carry out a further study of land use between South Cove and Forest Hills. The communities along the Corridor will participate in discussing land use and making proposals for development where such proposals have not already been accepted—particularly in Jamaica Plain. (Page 8 of the Newsletter describes several development proposals that have already reached implementation.) This will be done through SATF's and Project Neighborhood Committees. Joint Development specialists will then detail the feasibility of various proposals. Joint development is development done by public and private parties. Among the topics to be considered are construction phasing as it affects property adjoining the project, possible zoning changes, plans for commercial development near the new stations and new industrial park and housing uses.

COMMUNITY PARTICIPATION

The most significant development in community participation on the corridor project is the formation of Station Area Task Forces during the last week in September. There will be a total of eight task forces, called SATFs, one for each new station from Back Bay to Forest Hills.

These task forces will participate in the conceptual design of the project in an area within about 1/4 mile radius of each station and deal with areas such as architecture, urban design, land use, development and landscaping. The SATFs will consider the design of their respective stations, the design of the track covers where they will exist, and the development of empty land near the corridor. Issues affecting more than one station will be referred to an appropriate Neighborhood Committee. Issues affecting the entire corridor will be

referred to the Corridor Working Committee.

The 'T' hopes to receive advice based upon a consensus of opinion in the SATF. When consensus cannot be achieved, the differences of opinion will be carefully documented.

The SATFs are open to all residents and those who work in the station area. Each group, institution or business located in the area is invited to send a representative. Each organization participating in a SATF should designate one spokesperson and one alternate spokesperson. Regular attendance is strongly recommended for those who wish to be part of a SATF.

Those who wish to participate in the Station Area Task Forces should call their section planners for dates and places of meetings. Section planners are listed under each section.



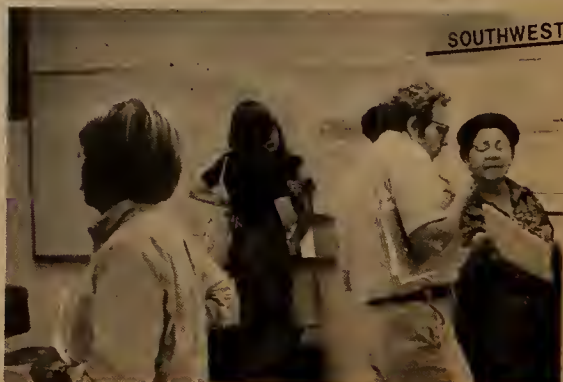
Track cover; S.A.T.F.'s

Section I Meetings have focused on reviewing the guide lines for how the transit facility will be constructed and how it will look.

Engineering information

this year).

Station Area Task Forces are being formed for both the Back Bay and Mass. Ave. stations. Both of these stations have similar



on location of tracks, soil, sub-surface water, noise and vibration was reviewed at an August 15 Neighborhood Meeting. The engineering information is important in terms of protection of adjacent homes.

At the September 15 and 28 meetings the urban and station guidelines were reviewed. This architectural information affects how the transit design will conform to the integrity and character of the Section I neighborhoods.

Landscape design will be the subject of the October 27 meeting.

Cover Sub.Committee

A group of about 25 residents have joined with the designers and rolled up their sleeves to develop ideas on possible uses for the cover between Dartmouth Street and Mass. Ave. With the help of 6' long models the participants organized different activities, landscaping and access. A variety of possibilities was produced, ranging from intensive use to the absence of use.

The myriad of possibilities is being presented to neighborhood groups for their review and additional suggestions. Janet Hunkel, the Section Planner, will work with the groups to help determine a consensus on how the cover should be used. This determination should be made early in Phase II (about the end of

problems of tight physical constraints and of blending new facilities into existing neighborhoods. The Back Bay Station has the unique challenge of making a regional facility sensitive to the local residential neighborhood. Mass. Ave. needs to wrestle with providing easy pedestrian access.

Do you want to make the stations responsive to your needs? Then join your SATF now.



Photo: Dana Nottingham, WFTN

Section I Planner

The Section I Planner, Janet Hunkel, has made her home in the St. Botolph neighborhood for years. She holds a Masters in Urban Affairs from Boston University. From her extensive involvement as a neighborhood participant for the South End and St. Botolph communities during the EIS process, she brings to the project knowledge of the communities and a commitment to retain their residential quality.

OCTOBER

S	M	T	W	T	F	S
						1
2	3	4	5	6	★	8
9	10	11	12	13	14	15
16	17	18	19	★	21	22
23	24	25	26	27	28	29
30	31					

Open House	★	October 7	Designer's Workshop TIME: 5pm PLACE: 131 Clarendon St. Boston, MA
Open House	★	October 20	Landscape Concept Plan TIME: 4pm PLACE: 180 Franklin Street Cambridge, MA (near Central Square)

Public hearings on Corridor

The Northeast Corridor Rail Improvement Project (NECIP) is a comprehensive program of upgrading the passenger rail service between Boston and Washington. Part of this effort is an in-depth assessment of the environmental impacts resulting from the 456 miles of rail improvements. The nation's NECIP runs through Boston's Southwest Corridor Project.

Two public hearings will be held in Massachusetts, scheduled for Tuesday November 1st and Wednesday November 2nd at the State Laboratory Institute, 305 South St., Jamaica Plain. Exhibits will be available at 6:00 p.m. The hearings start at 7:30 p.m.

For more information, call Wayne Hill, 482-4882.

SECTION II

Roxbury
Mission Hill



Meetings held

On August 16, 1977, a bus tour of the Corridor was sponsored by State Rep. Many Goode and was attended by residents of the community and Rep. Louis Nickinello chairman of the House Transportation Committee. Tony Pangaro conducted the tour.

The Roxbury North Dorchester APAC annual meeting provided an attentive audience once the question "What's Happening in the Southwest Corridor" reached the floor. A presentation was planned at the First Church in Roxbury on August 17th, but was rained out.

On August 25th a special meeting for Hispanics was held at the Connolly library on Centre Street. On August 31st, Judge King of the Superior Court toured Mission Hill Extension with Alice Taylor of the Mission Hill Housing Task Force and State Rep. Mel King. Extension residents are concerned that the redevelopment of the SWC be coordinated with the revitalization of BHA owned Public Housing Project.

On September 8 the Mission Hill Planning Commission sponsored a meeting for Mission Hill residents, business and agency representatives. Issues raised during the Mission Hill meeting specific to the Roxbury Crossing Station were the size of station; whether or not Tremont Street would be widened, student access from Campus High to the

Station; the possibility of development of businesses within and around the stations; and the extension of Cedar Street to Terrace Street businesses. In addition to the usual questions of noise, "How many trains in a 24 hour period", and employment opportunities, the audience was treated by a longtime resident to an oral history of the Stony Brook as it passed through Roxbury.

Committee Meeting

A Roxbury Neighborhood Committee Meeting was held on September 13 at Mission Hill Church, Urban Design Criteria was the main agenda item. Discussion centered around how Section 2 fits into the overall design of the Corridor; the placement of stations in relationship to the residents who will utilize them; the relationship of the stations to the neighborhoods; and the phasing of future development possibilities in the overall design of the project. The new arterial street was presented in brief form as well as landscaping. Both project arterial street landscaping and Station Design Criteria will be the subject of special meetings to be held in late September and October. Overall attendance has been increasing with the exception of Academy Home residents. The next full Roxbury/Mission Hill Neighborhood Meeting will focus on Station Area Task Forces which will work directly with each Station Architect and the Section Planner as the Project enters Phase Two.

SECTION III

Jamaica Plain
Forest Hills



Design Progress

The design phase's second Neighborhood meeting in Jamaica Plain was held on August 11 at the Agassiz School. Community businessmen and residents heard Ken Kruckemeyer of the MBTA report that the schematic design for the transit and rail facilities was about half way through Phase I and that the detailed station design, urban design and landscape would begin in Phase II. Milton Schwartz of HNTB reported that work being done during Phase I by the Consultants includes the preparation of right-of-way plans and utility plans; the development of a profile indicating soil conditions; and analysis of the volume of fill to be removed in order to depress the transit/railroad tracks.

Herb Spooner of KE/FST, the Coordinating Consultants, explained that

Neighborhood Meeting. Among the topics discussed were the major concepts of landscape and urban design, the decking over the tracks on Section III, and the feasibility of building the New Forest Hills Station in stages. Project Manager Tony Pangaro talked about service options beyond Forest Hills.

Section Planner

To date, no Section Planner has been hired for Section III. A committee of Jamaica Plain citizens has been meeting regularly to establish procedures for the evaluation of qualifications of the 23 applicants for the position. The committee has reviewed the qualifications of the applicants, will conduct interviews, and make recommendations. HNTB, the section designers, will make a final decision.



three criteria manuals will be prepared which will guide the design work throughout the entire Corridor.

On September 14th a presentation of urban design and landscape was made at the Section III

A second planner, a bi-lingual person, will be hired during Phase II.

In the meantime, Jamaica Plain residents having questions about the project should contact either Milton Schwartz or Arnie Antak at 267-6710.



Reunión Hispana

El pasado jueves, 25 de agosto, se llevó a cabo una reunión informativa en español sobre el proyecto de relocalización de la línea anaranjada de la MBTA. La reunión, aunque escasamente concurrida, fue de gran beneficio para los presentes ya que se discutió la importancia de este proyecto para los sectores de South End, Roxbury y Jamaica Plain.

Además se discutió la escasa participación de la comunidad hispana en el diseño de la nueva línea de transporte, lo cual podría

significar que las necesidades especiales de la comunidad hispana no se le darán la atención debida. Una participación hispana activa en el diseño de esta línea de transporte asegurara que las necesidades particulares de los hispanos se le dará la atención merecida y que los beneficios económicos (empleo y desarrollo comercial) llegarán a la comunidad hispana.

diseño del proyecto. Si Ud. está interesado o si desea mas información, llame a Lydia Mercado, 864-3500



Commuter Services

The MBTA announced that it plans to run a special South Station commuter rail service serving the Boston neighborhoods of Fairmount, the Morton Street area and Uphams Corner during the period when commuter rail service switches to the Midland Branch railroad

in 1979.

The decision was made in response to community leaders who had participated in the Southwest Corridor project and at the request of the City of Boston. The groups involved included the Dorchester United Neighborhood Association, Dorchester Fair Share, the Roxbury-North Dorchester

APAC, the Mt. Bowdoin Betterment Assn., the Jones Hill Civic Assn., and the Southwest Corridor Coalition.

The Uphams Corner fare for regular commuters would cost only 55¢ a ride, based on 20 days of commuting, and would include an MBTA monthly 25¢ Rapid Transit pass on the back of the commuter rail pass.

Housing award

On September 4th, The Boston Society of Architects granted its 1977 Award for Design Excellence in Housing to architect John Parillo for the design of a Southwest Corridor housing development for the elderly on Cliffmont Street, Roslindale.

The jury granting the award called the building "an aware and sensitive development for living."

Drilling



Photo: Lydia Mercado, WPEH

Drilling rig in Section I is part of Geotechnical Study.



Townhouses

After years of standing empty in the middle of Roxbury, the land cleared for Interstate 95 is beginning to come alive again. Townhouses with 120 units of housing are currently under construction in the old Madison Park section of Lower Roxbury, adjacent to the proposed Corridor crosstown Street.

Ralph Smith, LRCC president, has stated that "We are pleased with what we have, pleased to have something nice to offer our people, as good as housing anywhere. Our concern now is to keep it up and improve it."

John Sharratt, architect for the townhouses, added that the housing was designed to be part of a complete community Phase IV, a final 156 units of town houses, will be constructed in the Southwest Corridor on land to have been used for I-95.

The townhouses are the third phase of a development owned by the Lower Roxbury Community Corporation, a non-profit corporation controlled by residents of the area. The previous two phases, already occupied, include 130 units of housing for the elderly and 131 units of family housing.

Construction of the Phase III townhouses is now 55% complete. Tenant selection and apartment rental will begin in October, and the units will be ready for occupancy in the spring.

Digital facility



Mayor Kevin H. White has announced that Boston has been selected as the site for a new manufacturing facility by one of the

leading firms in the rapidly growing computer industry.

Digital Equipment Corporation, an international computer company based in Maynard, Mass., has chosen a 5-acre parcel in the 15-acre Crosstown Industrial Park in the Southwest Corridor, near the corner of Massachusetts Avenue and Albany Street in Roxbury, as the site for a new 60,000 square foot facility which is expected to employ between 200 and 300 persons. Roxbury's CDC of Boston is a developer of the Crosstown Industrial Park.

Weld School

Nearly 100 years ago, the City of Boston built a new brick school on a hill overlooking the railroad tracks in Roslindale.

In the late 1960's it was one of many buildings taken in Roslindale for construction of I-95. Today it stands empty and boarded - a neighborhood eyesore. However, by the end of 1978, thanks to the efforts of the Southwest Development Office, Roslindale First, the SW Neighborhood Committee, the DPW, the City of Boston, and HUD, the Weld School will contain 14 units of elderly housing. At the request of the Lt. Governor, HUD recently approved the funds necessary to reconstruct the school.

The EIA proposed that a temporary station might be erected on the Orange Line Elevated between Morton Street and Brookley Road. Construction of this temporary station would allow the removal of the existing Forest Hills Station and provide uninterrupted construction of the new station and parking structure. However, in terms of MBTA operations, safety requirements, access, signals and communications, a temporary station must function similar to a permanent station.

As described to the Jamaica Plain Neighborhood Committee on August 11, the consultants are considering an alternative means of continuing MBTA operations in the Forest Hills Station during the

Forest Hills Station



Photo: Arnie Antak, HNTB

construction process. HNTB is investigating the possibility of building the new Forest Hills Station

and parking structure in stages. Early studies indicate that it would be possible to maintain the

existing station and provide bus access while the west half of the facility is constructed. Forest Hills Station and the Arborway yards would continue to function pretty much as they do today. To complete the station it will be necessary to relocate the Orange Line to its new location, tear down the existing station and to construct the east half of the new station.

In studying this possibility, the two primary concerns are maintaining the structural stability of the elevated tracks south of the present station where it will be closest to new construction, and the time needed to complete the phased construction of the station.